



Washington State
Department of Transportation

SR 502 Interchange Project

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news

October 2004

New Recommended Build Alternative selected for I-5 connection

For the last year, WSDOT has been considering possible alignments and design options for a new interchange connecting SR 502 to I-5. The interchange is intended to ease congestion and improve safety along I-5, improve safety at the NE 179th Street interchange, and help improve access to Battle Ground. The project goal is to develop the option that best meets area transportation needs while minimizing effects on the environment and area properties.

In March 2004, WSDOT identified Option E-4 as the Recommended Build Alternative. Option E-4 bypassed the Duluth business area and connected to I-5 north of the existing SR 502 (NE 219th Street) alignment. Option E-4 was selected following extensive public involvement and two levels of evaluation.

After the March open house, as part of refining the Recommended Build Alternative, WSDOT added a loop ramp to southbound I-5 to the

Option E-4 design. The detailed evaluation process that followed identified environmental concerns and the need for additional land. These new considerations made Option E-4 more comparable to the previously considered Option C. Option C was the only other option that passed the earlier two evaluation steps.

In August 2004, WSDOT discussed a modified version of Option C with property owners. This modification, called Option M, took what was learned in the further evaluation of Option E-4 and made adjustments to Option C. At the meeting with property owners, WSDOT asked for feedback on three possible variations of Option M. All the variations kept the alignment along NE 219th Street, with the widening affecting either the north side, south side, or both sides when centered. Further evaluation, including estimated construction costs, impacts to wetlands, and information on residential and commercial septic systems, along with input from property owners on NE 219th Street and in the Duluth area, resulted in Option M-South as WSDOT's choice for the new Recommended Build Alternative.

Option M-South requires 15-20 percent less property than Option E-4. It will also disturb about half the acreage of wetlands than Option E-4, and it does not bypass businesses in Duluth. Property owners and tenants affected by Option M-South have been con-



General vicinity of Option M-S: The widened roadway will be just south of the current SR 502 alignment.

tacted, and a meeting for those affected by property acquisitions or relocations will be scheduled this fall.

For more information

Visit the project Web site for details on the original evaluations and options, Option M-South, next steps, and other project details. The address is: www.wsdot.wa.gov/projects/SR502/Interchange/. You may also contact the project manager:

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March 25 Open House at Battle Ground High School.

Project Time Line

Fall 2003	October 21 Environmental Assessment Open House and Scoping Meeting to introduce the project and gather comments. Preliminary concept alternatives illustrated possible interchange options for I-5, including on- and off-ramps and their connection to local roads.
Fall 2003/ Winter 2004	Preliminary concept alternatives developed in more detail and additional alternatives developed from public input. WSDOT began to identify potential impacts of each alternative.
Spring 2004	March 25 Open House with public discussion of options and evaluation of alternatives.
Spring/Summer 2004	Began detailed technical study of Option E-4, focusing on its effects on the natural and built environment. Property owners invited to May 20 meeting about Option E-4 to learn if their properties could be affected by the project. Began consideration and study of new Option M.
Summer 2004	Postcard sent to project mailing list and letter sent to area property owners about the consideration of Option M. Area property and business owners and tenants invited to a meeting on August 12 to learn more about Option M and to provide input to WSDOT regarding both Option M and Option E-4.
Spring/Summer 2005	Access Hearing and adoption of right-of-way plans.
Spring/Summer 2005	Public review of Environmental Assessment. The assessment will identify potential environmental impacts of the Recommended Build Alternative (WSDOT's front-running option).
Summer 2005/ Fall 2006	Right-of-way acquisition. WSDOT will purchase property to make room for the interchange.
Fall 2006	Final design complete.
Spring 2007	Construction begins.
2009	Construction complete.

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